

## DOUBLE METERS ARE A CALAMITY TO THE PUBLIC

With One on a Taxicab a  
Driver Can Pump Money  
Like Water.

### DENOUNCED BY EXPERT

Paul Richert, Inventor, Says  
Device Has Been Abolished  
Wherever Tried.

By Sophie Irene Loeb.

This is what a double-rate taximeter will do, in the opinion of Paul Richert, the noted expert, inventor of the first taximeter used in Berlin and who personally brought out the first one in England, France, Spain and Italy.

A taximeter should be of the simplest construction and should register only one rate of fare.

If you want to make a service popular, have no extra whatever. It is impossible to get the same accuracy with a two-rate meter as with a single-rate meter.

A double-rate taximeter puts it up to the driver to place the flag to and from each rate of fare, and would thus register 10 cents each time.

With a double tariff a driver can continually pump money in the meter.

If you put on a double-rate taximeter in the city of New York conditions in six months will be such that the public will welcome even a return to the present chaotic state of affairs.

Since the investigating committee are to-day in session to finally report an ordinance to the board, one of the chief points of consideration will be the matter of the recommending of a taximeter.

The Mayor's commission suggested the use of the two-rate taximeter, but only for the reason that, after consideration, it was decided to suggest this meter in the hope of arriving at an economic basis of computing the fare that should be paid by two passengers, three or four passengers.

The Yellow Taxicab Company's representative who was before the commission explained that this was a perfectly feasible arrangement.

There was no method of ascertaining at the time of the Mayor's commission's consideration as to just what results might be effected by the double taximeter; but since the idea has become known those prominent in the make-up of taximeters have expressed themselves as being a backward move in the direction of a more rate service rather than a forward one, since the double taximeter has been tried everywhere and found wanting, having proved disastrous to the public interests, continuous fraud being perpetrated.

WHAT EXPERT RICHERT HAS TO SAY.

Mr. Richert, who is also the inventor of several American-used taximeters, today gave his opinion to The Evening World. He said:

"The mechanism of the double taximeter, in changing from one to the other, is very much like the changing of gear in an automobile, and in this changing from one to the other a man does not always catch his gear, which naturally results in inaccuracy.

"In a single tariff meter the gear is always connected, whereas in the double tariff meter it is necessary to separate the gear, to take them out of mesh, and in shifting them from one to the other it sometimes fails to catch. This is only one of the many things that may happen in the use of the double meter.

"Supposing these passengers get into a cab, run for a certain distance and one gets out. The driver must go back to the two-passenger rate. In doing this he registers 10 cents more. If unobserved he can keep the flag going from one rate to another, and in this manner continually add to the register 10 cents. Besides if he were left alone during the waiting period there is nothing to prevent him from moving the flag from one tariff to the other and continuing registering each time to the addition. If unobserved he could just pump money all the time into the meter.

"In London and Paris when this trouble became evident with the two-rate meter they then arranged to register for more than two people under 'extras' at so much per trip for each additional passenger. The driver registered this. The passenger did not pay it unless the driver registered it, and the extras were in a separate column. But even these had to be abolished as inadequate and to avoid disputes. In fact, wherever the double-rate taximeter has been tried in all other cities, including Philadelphia, Pittsburgh, Chicago and Boston, they have been voluntarily abolished as soon as possible.

"W. E. Yant, President of the Twin City Taxicab Company of Minneapolis and St. Paul, recently made the statement that they had no end of trouble with the two-rate meters, and this did not end until they had changed to a straight single tariff.

"In order to avoid frauds every passenger would have to know where the flag ought to be, and strangers coming to the city, unacquainted with meters, certainly would be defrauded to an alarming degree, so it would be difficult to follow up suspicious cases. The very idea of the driver being given the jurisdiction of going from one tariff to another is questionable in the interest of all concerned."

CHIEF DRENNON URGES ONE-RATE METER.

Chief Inspector of Taxicabs John Drennon also advises the Aldermen

strongly against recommending a two-rate meter. Said Mr. Drennon:

"Chief Wallace and I have been of the opinion that the greatest injustice to the public would result from the use of a double meter. No end of irregularities would ensue, as has been our experience. This was so pointed recently when there was a meter on the streets which registered 'extras' that it had to be recalled, and the chief sent a letter to the American Taxicab Company, who operated this (Jones) meter."

This was the letter:

Gentlemen: I am informed that you are using a meter in which the charges for 'extras' appear in two dials on the face of the meter and is automatically added into the dial on which the fare appears.

I have instructed Mr. John Drennon, Chief Inspector of Taxicabs, to condemn all such meters, beginning November, 1912, and no taxicab shall be licensed after that date or allowed to operate on which this meter, which gives such opportunity for fraudulent practice, is used.

JAMES G. WALLACE,  
Chief of Bureau.

Further, ex-Commissioner Fosdick, as also present Commissioner Rice, brought this matter to the notice of the Aldermen, saying:

"Attention is called to a gross fraud which is being perpetrated daily on the traveling public of this city by means of a certain machine which, for obvious reasons, is becoming more and more popular with certain taxicab concerns. Like most taximeters, it is constructed with a double dial, the upper dial recording the amount of the fare for distance traveled, the lower one, operated by a key, recording 'extras'—that is, for trunks, perambulators or other bulky articles which cannot be conveniently carried inside the taxicab.

"This taximeter is so constructed, however, that 'extras' record in both dials. The upper dial thus records the total amount of the charge, but the passenger, who is entirely unaware of this material fact, pays the sum of the two charges represented by the two dials. He thus pays the 'extra' twice. In order to terminate this practice we would suggest that no driver or owner of a licensed vehicle be permitted to operate with a taximeter wherein the 'extra' record in the distance fare dial. A violation of this provision should subject the offending party to a heavy fine."

"We think, in view of the facts," continued Mr. Drennon, "it would be a gross mistake to create a new avenue for fraud in this direction, and I sincerely trust that the Aldermen will not recommend such a meter, as it would create worse chaotic conditions than at present exist."

PAST 100 YEARS, SHE DIES.

Mrs. Jane Rich in Good Health Until Recently Last Day.

Mrs. Jane Rich, the oldest resident of Westchester County, died yesterday in the home of her daughter, Mrs. Sarah M. Butler, at No. 38 North Bond street, Mount Vernon. She was 100 years, one month and 28 days old. She had had good health almost up to the time of her death. She was the widow of Pinckney Rich.

Last March Mrs. Rich celebrated her 100th anniversary, and many friends called at her home. She was a remarkable memory and could repeat many hymns. Her sight also was good. The funeral will be held to-morrow afternoon.

Liner Passes 17 Big Locks.

The French liner California, which arrived yesterday from Havre with twenty-one second class and 60 stowage passengers, passed over the locks in latitude 47.04 and longitude 41.13 May 18. Some of the cargo were 120 feet high and 60 long.

## PIANO COMPANY HEAD SUICIDE BY SHOOTING; HOTEL TRIED TO HIDE IT

Atlantic City Authorities Made  
It Appear Charles Keidel Jr.  
Died of Natural Causes.

Fellow officers of Charles Keidel Jr. in the American Piano Company learned to-day of his suicide in the Marlborough-Blenheim Hotel in Atlantic City and of the nearly successful efforts of the hotel and county authorities to make the death appear a natural one.

So well had the county authorities aided the hotel management in suppressing the real cause of the death of the piano manufacturer that the officers of the company have learned of the suicide only through reading to-day's newspapers. They had been advised that Keidel died last Friday night from an internal hemorrhage.

"It is a tremendous shock to us," said W. B. Armstrong, First Vice-President of the company, at No. 437 Fifth avenue. "We have no official notification that Mr. Keidel died a suicide, and but for the fact that he had been in poor health for several years and was more or less dependent about it I should refuse to credit the report."

Mr. Armstrong said he saw Mr. Keidel last Thursday and advised him to go to Atlantic City for a few days. Keidel looked up and went to the room the next day and was found dead in his room the same night. It was not until an old friend of the piano manufacturer inquired upon being permitted to view the body at the undertaking shop that the fact that Keidel had shot himself through the head became known.

Keidel was a native of Baltimore and was forty-three years old. He was a bachelor, and since the organization of the American Piano Company in 1900, when he was its first secretary, he has lived in New York, taking quarters at the New York Athletic Club. His health in 1909 caused him to go abroad for a year, and on his return he was made president of the Knabe Division of the company.

Before coming to New York Keidel lived with his parents in Baltimore, Mr. and Mrs. Charles Keidel sr. The

older Keidel is a son-in-law of William Knabe, and was for many years the head of the Knabe piano business. The parents, their daughter, Mrs. Pauline Knabter, and another son, Ernest H. Keidel, sailed for Europe two weeks ago.

Keidel was a director in the American Piano Company, and travelled a great deal, looking after the sales agencies. He was a member of several Baltimore clubs and the Lambs Club.

KAISER GRANTS PARDONS  
TO THREE BRITISH SPIES.

Clemency Extended to Mark Visit  
of King George to Berlin for  
Royal Wedding.

BERLIN, May 19.—Emperor William, as an act of grace in connection with the visit of King George of England to Berlin for the marriage of Princess Victoria Luise, to-day granted a pardon to three English spies undergoing long sentences in German jails.

The first was Lieut. Brandon of the British Royal Navy who was arrested at Berkm in 1910 while taking photographs of German fortifications. He was sentenced on Dec. 22, 1910, to a term of four years and confined in the fortress of Wesel.

The second was Capt. Trench of the British Royal Marines, arrested at Emden on the charge of photographing German fortifications. He also was sentenced on the same day to a term of four years at Glatz.

The third was Herbrand Stewart, a London lawyer, arrested at Bremen on a general charge of espionage and sentenced on Jan. 6, 1912, to three and a half years' imprisonment at Glatz.

Shake a dash of this sauce over your meat or fish and enjoy the whole meal better. IT'S A GREAT RELISH.

**Eddys**  
Sole English  
Sauce

Fine for soups, salads, and gravies, too. 10c.  
At Grocers and Delicatessen Stores.  
Made by E. Fritchard, New York

**DEVON**  
**ARROW**  
**COLLAR**  
2 FOR 25 CENTS  
CLARET FRABODY & CO. TROY, N.Y.

**May Sale**  
**Linens, Lingerie, Etc.**

At Exceptionally Attractive Prices

Table Linens Imported Lingerie

The collection of Table Cloths with Napkins to match is exceedingly comprehensive, including a great many attractive designs in a wide range of sizes and qualities.

All at greatly reduced prices.

Napkins

Breakfast size \$2.25 to 8.50 per doz.  
Dinner size \$3.25 to 17.50 per doz.

Table Cloths

2x2 yds. \$2.25 to 9.00.  
2x2 1/2 yds., \$2.85 to 11.50.  
2x3 yds., \$3.50 to 14.00.  
2 1/2 x 3 1/2 yds., \$3.65 to 11.75.  
2 1/2 x 3 1/2 yds., \$5.00 to 14.00.  
Larger sizes proportionately priced.

Sheets and Pillow Cases

Of the most desirable makes and qualities, in all sizes, at reduced prices.

Pillow Cases (Per Pair)

Size 22 1/2 x 36, \$1.25 to 2.25.  
Size 25 x 36, \$1.35 to 2.50.  
Size 27 x 36, \$1.65 to 2.25.

Pure Linen Sheets (Per Pair)

Single Bed size, \$5.00 to 9.50.  
Double Bed size, \$6.50 to 12.50.  
Extra long, \$7.00 to 10.50.

Other Departments

In addition to the above our May Sale includes very attractive goods in all of the following lines—Bed Coverings, Towels, Children's and Infants' Wear, Women's Outer Garments, Hosiery, Corsets, Lace and Embroideries.

**James McCutcheon & Co.,**  
5th Ave., 33d and 34th Sts.

## TRAGEDY'S SURVIVORS TO ATTEND UNVEILING OF MAINE MONUMENT

Thousands to March in Big  
Military and Naval Parade  
on May 30.

The complete plans for the unveiling of the National Maine Monument, at the entrance of Central Park, to take place the afternoon of May 30, are announced by the committee in charge.

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